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BIRTHS.

On 5th October, at the Government Civil Hospital, Hongkong, the wife of Major S. R. STREYERS, 10th Burma Infantry, of a daughter. [204]
On 2nd September, the wife of L. A. R. MacKINNON, H.B.M. Consular Service, China, of a son.
On 1st October, at Ningpo, the wife of the Rev. T. GEORGINA, of a son.
On 3rd October, at Shanghai, the wife of FREDERICK FURBER, of a daughter.

MARRIAGES.

On 4th October, at Shanghai, A. GOLDMAN, of Nagasaki, to JOSEPHINE HAINWORTH, of Shanghai.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 11TH, 1904.

ONE of our recent correspondents has raised what would appear to be rather an important point for the consideration of our local legislators. He has an idea for an article which, he says, is largely used in Hongkong and the East, but for which there is no demand at Home. Wishing to obtain local protection, he now discovers that to get patent rights here he must first take out letters patent at Home. Besides the delay and the expense involved, he appears to think that a Home patent would be of no use to him. In yesterday's paper we published a letter from a lawyer confirming our impression that an exclusively local patent is unobtainable. Is not this an omission that ought to be rectified? True, it is not a provision likely to be in request with any great frequency; but it is quite conceivable that more than one local enterprise might be nipped in the bud for want of facilities for protection on the spot. The most productive patents are often simple little ideas that might occur to anyone, things that can be so cheaply made and sold that their value to the originator ceases altogether with the advent of competition.

That there is a need for some changes in the patent law at Home is plain. At present it is far too expensive, and far too

intricate. Evasions are too easy and safe, even after the inventor has managed to secure legal recognition of his rights. Even the experts at Home make mistakes over and over again. On the subject of cost, there is a good deal of misunderstanding. A popular estimate is that it costs £50 to get a patent. We have seen it stated in a book of reference that the total fees amount to about £150. WHITAKER states that £1 is to be paid on application for provisional protection, and £3 on filing complete specification. After four years' protection, a certificate of renewal is necessary, and the fees run £5 for the fifth year, £6 for the sixth, and so on up to £14. After fourteen years, if the patentee shows that his invention, though of great public usefulness, has been unprofitable to himself, he may get extended protection. It seems anomalous that patents should, by the International Convention of 1884, be effective in all foreign countries (except Germany) and yet not cover our own Colonies.

Another anomaly becomes evident when our correspondent's position is considered. He has (he says) discovered some novel article that would be generally used throughout the East, but for which there is no use at Home. In order to obtain protection, he must prove its usefulness, novelty, and legality to the satisfaction of the Comptroller-General, the Chief Examiner, the Supervising Examiners, the Assistant Examiners, and all the other officials who do duty at the Patent Office, and who do not necessarily know what is novel or likely to be useful out here.

It is impossible not to feel sorry for the originator of any object of utility confronted by so many difficulties, and hindrances to the reaping of his just reward. It has not, so far as we know, ever been published yet how the real originator of the enamel letters for shop window advertisements failed to secure the remuneration due for his originality. He relied too much upon the so-called patent "agents," and frightened by the cost, went about trying to enlist a partner. The business man from whom we had the story was one thus approached. He pooh-poohed the idea, failing to foresee that these window signs would leap into such instant popularity. At any rate, within little more than a year after the inventor had exposed his idea, somebody with more money and foresight had annexed it, and has since made a fortune. Many a curious, and many a sad story, must be buried in the history of the Patent Office.

British warships in port are the *Vengeance*, *Sirius*, *Rinaldo*, *Rosario* and *Alacrity*.

The U.S.S. *Helena*, gunboat, Commander F. E. Sawyer, arrived from Canton yesterday, and anchored south of Stonecutters' Island.

M. de Plehve's assassin has escaped from prison in St. Petersburg, with the assistance of two nihilists disguised as gendarmes.

The *Siam Observer* reports that several automobiles are on board the German steamer *Princess Alice*, destined for Bangkok residents.

The transfer books of the Union Insurance Society of Canton, Ltd., closed yesterday to the 20th inst., the date fixed for the 31st ordinary yearly meeting.

His many friends will be pleased to hear that Mr. T. Whiteley Kow of Hongkong has successfully matriculated at the University of Harvard and has entered upon a study of dentistry.

Until the divorce suit of a Mr. and Mrs. Chapman is decided the Chicago courts have ordered, says the *New York American*, that the husband shall have sole possession of their house four days a week and the wife the other three.

The photographs of the Lilliputian Opera children, outside the Robinson Piano Co.'s window, have attracted such crowds as to block the footpath. Though the pictures have had to be moved, the Box office is still there. It opens this morning at ten o'clock.

M. Paul Brunat, to the great regret of his colleagues and the electors generally of the French Concession at Shanghai, has resigned the chairmanship of the French Municipal Council. He is succeeded in that onerous position by M. Henriot, Manager of the Banque de l'Indo-Chine at Shanghai.

It is a remarkable fact, said the Shanghai *Mercury* on October 6th, that this morning there was not one of Messrs. Butterfield and Swire's fleet of steamers in port. It is believed that this is the first time in twenty years that the harbour has been without a single steamer of this company being in port.

Through the absence from illness of Captain Jones the command of the Macao steamer *Heungshan* has devolved upon Captain J. Boardman, who as chief officer has always been popular with passengers on this run. Captain Jones, we are glad to learn, is making good progress towards recovery, and in all probability will be able to resume his duties in the course of a week or less.

While Hongkong last week continued free from plague, there were three cases of enteric fever to record, two Japanese cases imported from Canton and one Indian.

In the Hongkong Football Club's six-a-side competition at Happy Valley yesterday evening Kynnett's team beat Sandford's by four goals to one and Williams's team beat Annett's by three goals to nil.

Return of visitors to the City Hall Library and Museum for the week ending the 9th October, 1904, were 240 non-Chinese and 87 Chinese to the former, and 89 non-Chinese and 1,769 Chinese to the latter institution.

The Singapore *Free Press* has this comment: The Peking Court is reported to have engaged an American lady, Miss Mary Reynolds, to teach English to the Emperor's nephews and nieces. It would not be a bad idea to have also an English governess to teach American.

This item was telegraphed from Kuala Lumpur in Selangor to the *Penang Gazette*: Chief Interpreter Lim Teow Chang's son has cut off his queue. There is a possibility of others following his example immediately. Queue cutting is assuming a revival here.

At the Happy Valley last evening the final in the Civil Service Club Single Bowls was played off, the contestants being Mr. J. E. Brett and Mr. W. Brand. Mr. Brett played weekly at the start but showed fine form towards the end and came out winner with the score standing 21-13.

At the Supreme Court yesterday there were admitted to the Bar as solicitors by His Honour the Puisne Judge T. Sercombe Smith, Mr. Reginald Douglas Atkinson who joins Messrs. Deacon, Looker and Deacon, and Mr. Clive Fletcher Dixon, who takes up duties in Mr. John Hastings's office.

When passing through P. R. last month Sir Thomas Sutherland, chairman of the P. and O. Company, stated that if the strike at Marseilles continues, his company will very regretfully be compelled to give up that port as a port of call and go to Genoa instead. All the mails from the East and the Far East were then reaching France through Brindisi and Modera.

Australia is becoming enthusiastic over cotton. The Labour Minister, Mr. J. C. Watson, thinks that the flax and cotton industries can be established there, as the new Queensland variety can be grown by white men and harvested in winter. The Manchester Cotton Spinners' Association is sending out expert workers with plant for experimental purposes on a test plantation.

According to the British Consular report on the trade of Yucatan, the importation of Chinese labourers for the hemp plantations there has proved highly successful. It is calculated that nearly 10,000 have entered the State of late, and it is probable that they will continue coming, as they earn good wages and are well treated. Their work, so far, has proved satisfactory, and if more come, as is most probable, immense advantage will accrue to the State in general, as one of its greatest difficulties has always been the scarcity of hands, as the ordinary immigrant cannot do the work required or stand the climate.

The Correspondent of the *Malay Mail* writes that the Poochow Chinese Agricultural Colony established in September of last year at Sitawan, Lower Perak, shows very satisfactory growth. The Colonists, who for four or five months have occupied their own holdings and are living in very suitable houses built by themselves, seem to have every prospect of success. Their chief crop hitherto has been sweet potatoes. Not much of this produce has been sold in the markets, the producers preferring to use the tubers in fattening pigs. The fat and sleek animals are indeed a sure proof of the nourishing quality of these potatoes. A fine commencement has been made in planting Para rubber and coconuts, and for next year a good rice harvest is expected.

New brooms sweep clean—in China as well as other places. This has certainly been true of the new magistrate at Kiangyin, who has been in his present position about two months. He has risen from an insignificant military position through his shrewdness and cleanliness, so report says. The fear of man is apparently not before his eyes, as the following incident seems to prove. A sub-lieutenant was arrested for having a gambling and opium den in his place. The evidence was conclusive. After a stern rebuke magistrate Ching ordered the hopeful scholar to be beaten. The scholar protested, appealing to his literary attainments, naming his rank; for comfort he received the reply: "I am not beating your degree, but I am beating your rascality. Add one hundred blows."

The *Siam Observer* reports:—H. B. M. S. *Rinaldo* arrived at Bangkok from Singapore, and shortly before dusk dropped her anchor just below the British Legation landing. She made a somewhat hurried trip up in order to be here in time for H. M. the King's Birthday. At the Reception held at the Royal Palace her officers were presented to His Majesty by the British Acting Chargé d'Affaires. Unless orders to the contrary are received in the interim, the *Rinaldo* will remain here until Monday next (Sept. 26th), when she will proceed to Hongkong to pay off her term of commission having expired. It is stated that another vessel of the same type, H. M. S. *Esperanza*, is expected here within a day or so, and in that event Bangkok will have the unwelcome experience of two British war vessels in port at once.

THE WAR

[REUTERS SERVICE.]

LORD LANSLOWNE ON MEDIATION.

LONDON, 8th October.

Lord Lansdowne replying to a correspondent said that neither belligerent having expressed a desire for mediation, His Majesty's Government does not consider it could advantageously appeal to Russia or Japan to desist from hostilities.

RUSSIAN VOLUNTEER CRUISERS.

LONDON, 8th October.

The *Smolensk* is coaling at Havre.

(From Northern Papers.)

MUKDEN.

LONDON, 5th October.

Russian telegrams report a series of outpost skirmishes at various points along the Russian front, but they indicate no essential change in the situation.

The Russians estimate that there are 200,000 Japanese in front of General Kuropatkin.

VLADIVOSTOCK.

LONDON, 5th October.

Prices at Vladivostock are so high that steps are being taken to fix a legal tariff, the infringement of which is to be punishable with heavy fines.

The Chinese merchants are winding up their affairs, otherwise the life in the town is normal.

PORT ARTHUR.

CHINEE, 3rd October.

A native junk which left Yangchiang on the 1st October reports that though there was no big engagement from 7 a.m. to 2 p.m. of the 29th September there was heavy cannonading going on and again from 7 p.m. of the 30th September to 8 a.m. of the 1st October artillery fire was heard, but only intermittently and not severe. As the supply of water from the reservoir near Ponglungshan to Port Arthur had been stopped the Russians are using water from wells, but these wells are shallow.

A native sampan man from Port Arthur, who has come to Chefoo by the same junk, says that about half a month ago, while the work of repairs of the *Bayan* was going on in the dock, a Japanese shell fell into the dock and 15 Russians and 14 natives were killed and wounded. After that the *Bayan* left the dock and the damage was repaired with tin plates. The *Bayan* is now anchored at the foot of the Golden Hill. The *Pallada*, *Pobeda*, *Peresviet*, *Sevastopol*, *Poltava* and two or three gunboats are anchored at the west of the Tiger Tail and there are eight torpedo-boats. The crews of these warships are still on board, and guns with large calibre on the stern are still on the warships, but the guns on both sides of the warships have been removed to the land forts.

SHOOTING.

A friendly match was shot off at the Tai Hang Range on Saturday between H.M.S. *Rosario* and Left Half No. 1 Co. H.R.V. which resulted in a victory for the latter by 33 points. Below are the scores:—

H.M.S. "ROSARIO."				
Names.	200	400	500	Total
G. H. E. Witt	31	32	32	95
Mr. Way	28	29	31	88
P. V. Maloney	29	34	30	87
S. Corp. A. Burton	30	28	28	86
P. W. Mitchell	26	24	33	83
P. T. Chambers	28	29	20	77
A. B. W. Savage	25	27	20	72
L. S. C. Gould	23	24	23	70

LEFT HALF, NO. 1 CO.				
Names.	200	400	500	Total
Gun. C. Hayton	32	35	27	94
Sergt. C. Ormsby	31	31	28	90
Corp. G. Hedge	28	29	32	89
Sergt. F. B. Penning	30	32	26	88
Gun. J. Marshall	32	25	30	87
Corp. D. Cameron	29	29	26	84
Gun. R. Stewart	31	26	24	81
Gun. A. Rogers	25	32	21	78

NOTE:—The reason why the above ranges were used was because half the number of "Left Half" used carbines.

HONGKONG STEAM WATER BOAT CO., LD.

EXTRAORDINARY MEETING.

An extraordinary general meeting of the Hongkong Steam Water Boat Co., Ltd., was held yesterday in the offices of the Company. Mr. Chan Siu Ki (chairman) presided, and there were also present Messrs. Francisco Tse Yat (consulting committee), J. W. Kew (manager), G. C. Moxon, Dr. C. T. Kow, and Mr. H. J. Gedge (solicitor to the Company).

The MANAGER having read the notice calling the meeting.

The CHAIRMAN said:—Gentlemen, I cannot add anything further to what I said at the last meeting, and I now propose that the following resolutions which were passed at the extraordinary general meeting held by this Company on the 22nd day of September, 1904, be now confirmed.

Mr. G. C. Moxon seconded the motion, and it was carried unanimously.

The CHAIRMAN:—This concludes the business, gentlemen. Thank you for your attendance.

ROYAL HONGKONG YACHT CLUB.

THE SEASON'S PROSPECTS.

In view of the opening cruise being fixed for the 29th inst., preparations are actively going forward getting the various yachts ready for the season's racing. *Dione*, going through a refit at the hands of the Hongkong & Whampoa Dock Co., is stretching her new suit of canvas which was made by Messrs. Ratsey & Laphorne. She has been seen in the harbour, under weigh, in the hands of Miss Stella May, the youngest member of the Club, but by no means the least experienced at the tiller. The new sails show a most artistic cut, and promise very favourably. Last year's champion, *Vernon*, has not been seen out yet. Her lug-sail was sent home to have some alterations made in it by Messrs. Ratsey and Laphorne. Till her owner's return, she is in charge of Mr. John Hastings; and in his experienced hands ought to give a very good account of herself. *Elspeth* is to receive a new hollow yard from Mr. Holloway of Dublin, which should improve the stretch of her canvas. She is, we hear, to be sailed, till Mr. Tomes' return at any rate, by Mr. A. B. Rouse, who sailed the *Iris* with such excellent judgment last season. The *Aileen* has reduced her ballast on the keel in order to increase her sail area. She is to receive a new lug sail, some 40 square feet larger than her last year's mainsail, from Messrs. Ratsey and Laphorne. This additional canvas ought to materially increase her speed. There are no other yachts in the first class, no new ones having been built for it.

Of the One-Design Class, the only yacht seen out is the Hon. H. E. Pollock's *Colleen*. She has a new suit of sails locally made, which she is busy stretching. No new yachts have been built for this class, nor have we heard of any change in ownership.

It is too early yet to say what yachts will compete in the Handicap Class, but they will probably be the same as last season.

We understand that the Commodore—Hon. F. H. May, C.M.G.—has offered a cup to be competed for by large cruisers. If this race fills it will make a revival of the racing of larger yachts, which used to be so popular here in days gone by.

INTERPORT CRICKET PREPARATIONS.

The Interport Team Selection Committee invite the following players to make use of the nets specially reserved for their use at the East end of the Cricket Ground:—

Lieut. Airy.	P. M. Heath, 114th M.
R. E. O. Bird.	Frank Lammert.
C. M. G. Burnie.	Lt. F. Lumsden, R.A.
Major Chichester.	A. O. Lang.
J. Clark.	A. R. Lowe.
W. Daniel.	Frank Matland.
J. T. Dixon.	C. H. Mackay.
W. B. Dixon.	A. Mackenzie.
Dr. Forsyth.	Major Moss.
J. R. Gillingham.	T. B. Pearce.
R. Hancock.	Capt. H. Smith, R.A.
H. Hancock.	T. S. Smith.
W. E. Dixon.	A. G. Ward.
	Sg. Major Webb.

A match has been arranged for next Saturday, 15th inst., commencing at 11 a.m., between the following teams with the object of testing the capabilities of the players eligible to be chosen to represent Hongkong in the Interport Cricket Week, and players are asked to notify the secretary if they are unable to take part in the game:—

Mr. R. Hancock (Capt.)	Mr. T. S. Smith (Capt.)
Mr. J. T. Dixon.	Lieut. P. M. Heath
	(14th Mahrattas).
Mr. T. E. Pearce.	Mr. H. Hancock.
Mr. Walter Dixon.	Mr. W. E. Dixon.
Lt. De Paris, R.N.	Mr. Horsey, R.N.
Lt. Airy.	Capt. Harris, R.N.A.
Major Chichester.	Mr. A. G. Ward.
Capt. P. G. Davies.	Mr. A. M. G. Burnie.
Mr. C. H. Soper.	Mr. J. Clark.
Major Moss.	Mr. Dr. Forsyth.
Mr. R. E. O. Bird.	Sg. Major Webb.
Mr. A. O. Lang.	Mr. W. Daniel.
Mr. A. R. Lowe.	Mr. C. H. Mackay.
Mr. A. Mackenzie.	

The teams are 14 a side, but only 11 men are to field at one time.

A "DAILY MAIL" DISCOVERY.

A special correspondent of the *Daily Mail* at Johannesburg has the following extraordinary story:—

Another great waste of public money has been discovered in connection with a land settlement which has been financed by the Government to the extent of £300,000. Owing to financial difficulties the Government has taken steps to reconstruct the settlement. Among the few facts elicited are that the only security the Government has for its expenditure is 52,000 acres of land, valued at about £50,000, near Potchefstroom. Great reticence is maintained, but an official sent to cut down expenses and reconstruct the affair reduced wages from £3,000 to £1,000 per month in the first month. The poultry department, consisting of 200 fowls, had one poultry expert at £800 per annum, one assistant at £500, and one general farmer at £300—a total outlay of £1,600 per annum for caring for the welfare of 200 chickens. Further developments are expected.

The arrangements for military reliefs between home, the Colonies, Egypt, and India up to April were announced on 2nd inst. from the War Office. The *Dileura*, leaving Southampton on November 23, will take Nos. 87 and 88 Companies Royal Garrison Artillery from Ceylon to Hongkong, as well as drafts to Ceylon, Singapore, and Hongkong; and will also move Nos. 78 and 80 Companies Royal Garrison Artillery from Hongkong to Singapore, and Nos. 62 and 64 from Singapore to Bombay. The *Arco*, Bombay, will move the 2nd West Kent from Ceylon to Hongkong and Tientsin, the 1st Sherwood Foresters from Hongkong to Singapore, and the 1st Manchester from Singapore to Calcutta.

SUPREME COURT.

Monday, 10th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE.)

A PROMISSORY NOTE CASE.

Kwok Shut Ting sued the Yuen Ling firm for \$532.90, being money due on a promissory note for \$502.90, dated 11th March, 1904, and \$30 lent by plaintiff to defendants on 9th May, 1904. Plaintiff also claimed interest until payment after judgment.

Mr. O. D. Thompson, solicitor, appeared for the plaintiff.

His Lordship, after hearing evidence, gave judgment for the plaintiff with costs.

POLICE COURT.

Monday, 10th October.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE.)

ALLEGED HARBOURING.

Two women were charged with harbouring a girl under the age of 16 for unlawful purposes. Mr. Almada e Castro, solicitor, appeared for the defence. The case was remanded.

ALLEGED ARSON.

A man was charged with arson, in the case where bladders of kerosene were found on a heap of burning rubbish. The case was remanded.

A TAILOR'S BILL.

A Chinese sapper, attached to the garrison here, was charged with assaulting his tailor when the latter tried to collect a bill. Mr. O. D. Thompson prosecuted, and an officer watched the case on the other side. The defendant was fined \$1.

ALLEGED MANSLAUGHTER.

The case of Thomas Hynes was further remanded.

BEFORE MR. E. D. C. WOLFE (ACTING SECOND MAGISTRATE.)

A SMALL OFFENDER.

A very tall Indian policeman charged a very small Chinese boy—a youngster of nine—with putting a stone in the tram track. The youngster was the son of a gentleman connected with the firm of the China Merchants. Even in his nine years he had learned to lie, and made a very plausible excuse. Mr. Wolfe tried to frighten him—a very difficult task—regarding the seriousness of his crime, and fined him \$5.

ILLICIT OPTUM.

Two men were fined \$200, and one \$300, for unlawful possession of illicit opium.

ALLEGED LARCENY.

An Indian was charged with larceny from a Chinese woman, and with receiving stolen property. Mr. Stevenson, solicitor, appeared for the defence. The case was remanded, bail being allowed in the sum of \$250.

FALSE PRETENCES.

H. Rutonjoo charged three street coolies with obtaining money by false pretences. They had been engaged to carry goods from the shop to a lady's house, and secured \$2 payment from both ends. Three other men, also guilty of the same offence, were not to be found.

The defendants were each sentenced to three weeks' hard labour and two hours' stocks.

EXTRADITION.

The Chinaman required by the Foochow authorities, on a charge of larceny from a European, was sentenced to be sent to Victoria Gaol for 15 days, and then be handed over to the Chinese authorities. He should apply for a writ of *habeas corpus* if he liked.

BOXERISM IN HANKOW.

Boxerism is not dying out, and now that the busiest part of the harvest season is over, is beginning to show itself in Hankow by the usual method of placards. The following is a translation of one posted.

PARIS.

[FROM OUR CORRESPONDENT.]

PARIS, 2nd September.

THE MARSEILLES STRIKE.

Only the most drastic measures can bring the Marseilles shipping strike to an end. M. Loubet, who came expressly from the South of France, where he had been enjoying a well-earned rest, to Paris last Monday to attend the Cabinet Council, is fully alive to the critical situation, which, far from ameliorating, is gradually getting worse each day. The Government has not been successful up to the present in restoring order; as the prolongation of the *grève* is completely ruining the trade of that port, the steps taken to put an end to the nuisance are none too severe. The dockers, who are a very determined body of men, have appealed to all the members of the Dockers' Federation of France to make common cause with them, and a general strike has in consequence been declared in ten of the Mediterranean ports, not only at home, but in Corsica and Algeria. The strike has next to completely paralysed industry, and the authorities, in viewing the outlook as of the gravest of the kind, do not at all attempt to minimize the actual state of affairs. Satisfactory arrangements are apparently out of the question; the men have made up their mind to create a general disturbance, bring commerce to a standstill—which they have practically done—and defy the Government. The docks are actually idle; more than eighty ships attached to the port are reported to be out of commission, while the crews, representing 6,000 men, have joined the unemployed. Another 8,000 men have been thrown out of work by the closing of shops owned by master millers. Like Corbeil, where the late M. Waldeck-Rousseau died recently, milling is one of the largest industries in Marseilles. The Minister of Commerce has written to all the mail steamship companies at Marseilles pointing out to them that they are bound by contracts with the State and that they will be held responsible for their non-execution and fined 50 francs an hour for every hour the mails are delayed. The Government has been forced to use torpedo-boats to deliver letters to her adjoining African Colonies. The director of the Paris-Lyons and Mediterranean railway blames the Government for the present crisis; had the authorities shown themselves less lenient, there would have been no strike. This opinion is shared by many other people interested in the vexatious problem. If the Government is as much to blame as is stated, it is doing all it can to stop the strike—a very difficult task indeed. Shipping companies at Marseilles have dismissed their staffs, despite all the efforts made to prevent such a step being taken.

THE TAXIMETER.

Parisian cabs or cabmen have at last been hampered, and the taximeter has made its welcome appearance. There is not so much objection as was anticipated; it saves cab men from being swindled, and that is everything, while it enables passengers to see at a glance how much they have to pay. This saves useless discussion. Whether the taximeter has really come to stay or not cannot as yet be definitely affirmed; experiments will continue for another fortnight, only then will it be possible to decide as to its fate. The majority of cabs express themselves satisfied with the innovation, so do passengers; these are two good omens. The working of the taximeter is not what might be called complicated, though time must elapse before Parisians become familiar with it. For instance, hitherto, the course or drive, whether long or short, was charged at the fixed rate of 1fr. 50c. With the taximeter the minimum rate demanded is 75 centimes (100 centimes equal 1 franc), which entitles the occupant of the cab to travel three-quarters of a mile, at the end of which distance a disc visible to the passenger adds another two sous, giving the right to a further quarter of a mile. Two sous are added at the beginning of each quarter mile, so that when eight extra quarters have been travelled after the preliminary three-quarters, making altogether 23 miles, the sum of 1 franc 50 centimes is due. Thereafter, of course, the old tariff is exceeded, and this has led to murmurs on the part of those who would like to travel from one extremity of the city to the other for 1fr. 50c. as under the old system. Justice is due to the cabs, who have so long been imposed upon by exacting passengers; since the introduction of the taximeter it is no longer possible to cover say 61 miles for 1fr. 50c. This distance now costs double the amount plus one sou, be it 75 centimes for the first three-quarters of a mile, and two sous for each of the twenty-two quarter miles afterwards. When on the other hand a *voiture* is taken by the hour 75 centimes are charged for the first nine minutes, and two sous for every following three, making altogether about the equivalent of 2fr. 50c. per hour for the first hour, which is, however, reduced to the old tariff of 2fr. 05c. after the first hour has elapsed. So works the taximeter. Owners of cabs, however, and the men are at loggerheads, since a long time; the former have consented, as a temporary measure, to give the driver 25 per cent. of each day's takings instead of charging an established rate for the hire of the vehicle. Some say that the solution of the trouble—the heavy sums exacted from the men—has at length been found thanks to the taximeter. Other cabmen are preparing to defend their interests, believing that the companies will seek a means of reducing their share of the profits.

OYSTERS.

Epicureans are positively delighted with the report of M. Alfred Giard, of the Institut, whose good words in favour of oysters have had the happy result of reassuring lovers of *littres*. The announcement could not have been made at a more propitious moment just when the season for eating the succulent bivalves had returned.

The arguments of M. Giard will set absurd rumours at rest; according to that "Immortel" oysters are never unhealthy, when bred under normal conditions; their microbic diseases, which are rare, are not transmissible to men; when dredged in the open sea and from natural banks oysters are never contaminated; the transmission of the typhoid bacillus by means of oysters is admitted to be possible, but only occurs in very exceptional circumstances; oyster beds are rarely insubstantial, but places which should be closely watched are the forwarding depots at the ports and the store-rooms of retailers—those of restaurateurs and street vendors above all. M. Giard, to whom sanitary inspectors ought to be obliged, concludes his observations by saying he wished there were no other cases of typhoid than those caused by the consumption of oysters.

UNHAPPY CHILDREN.

Colibri is a promising young lady of fourteen summers, who in the daytime assists her mother, who keeps a greengrocer's shop, but who at night believes in enjoying herself to her heart's content in the company of young men of her age. Two of these, Paul and Victor Lallemand, were deeply in love with Colibri. To put an end to the growing jealousy, the brothers agreed to fight a duel with knives in the presence of the object of their admiration; the braver of the two was to be entitled to the girl. The fierce encounter took place as agreed, and Colibri's presence lent encouragement. Paul suddenly rose triumphant, but very pale. He held in his hand a terrible knife covered with blood; at his feet lay his young brother Victor, a lifeless mass. Before Colibri had time to congratulate her lover, the police arrived, and while the remains of Victor were conveyed to the Morgue, the murderer and Colibri were marched off to the station.

POPULATION.

According to Dr. Bertillon there are in France 1.37 million bachelors above 30 years of age: 184 families without children; 263 with only one child; 236 with two; 158 with three; and 222 families with more than that number of offspring.

THE LATE CHARLES SARGENT.

Who is Charles Sargent, whose death has just taken place in this metropolis? Very few of the younger generation could answer this question. Deceased, who like thousands of others has passed away in obscurity and poverty though he fully deserved fame and riches, was no other than the inventor of the *chevaux de bois* or wooden horses of the roundabouts, which made and continue to make so many thousands of children and adults happy; by creating the bicycle chain M. Sargent also contributed largely towards the popularity of velocipedes. Twenty-seven years ago, the old man whose name is unknown to the general public of the present day was struck down with paralysis, and never recovered. What could be sadder than to have to sit all day long at the window, watching the play of development of the bicycle, the benefit of which had been reaped by others, and to be completely ignored? Yet that was Sargent's fate for close upon thirty years. But there, "Man's inhumanity to man makes countless thousands mourn." So Burns tells us.

THE CHURCH QUESTION.

As soon as Parliament meets again heated discussions are certain to take place over the Church question, which has once more come boldly to the front in a manner which M. Combes did not expect. The subject is much talked about by all classes, and everyone is awaiting with impatience the re-assembling of the Chambers. The table are now turned, as the Prime Minister suddenly perceived by the Bishop of Laval slipping off to Rome, instead of quietly remaining in his diocese in accordance with the injunctions of the Department of Public Worship. The march which M. Combes has taken by surprise; the Prime Minister felt confident up to the last moment that the Bishop of Laval would not go to Rome, when called upon to do so by the Pope. His departure brings the number of vacant French sees to nine, and these cannot be filled without the approval of His Holiness. Were the French Government to designate clerics to occupy the episcopal palaces, and to draw the stipends allotted by the Treasury, it is more than doubtful whether clergymen could be found willing to obey. No bishop can exercise ecclesiastical functions without the sanction of the spiritual head of the Church. The Pope has scored on the present occasion, and the thought of this makes the Prime Minister naturally very angry; everyone was aware that the Holy See intended retaliating sooner or later. This has just been done with effect; M. Combes, who started the agitation, must now move again one way or the other and overcome the difficulty. What will the issue of the quarrel be? Separation of Church and State, or reconciliation of parties; these can be the only results, as the idea of the formation of a Gallican Church is quite out of the question. M. Combes and his faithfuls have lately been dreaming of constituting such a place of worship, free from obedience to the orders of the Vatican. Alas, the Prime Minister is doomed to be grievously disappointed in this respect as well as others. Those that maintained that M. Combes has gone too far in matters religious were not so wrong after all apparently.

FAMS AS A PORT.

Whether Marseilles as a commercial seaport will ever regain its proud position or not, Paris intends to make hay while the sun shines. To make Paris a seaport the same as London has long been the cherished dream of its citizens; strenuous efforts are now being made to go ahead with the scheme, since the capital, though situated so far from the sea, ranks next to Marseilles in point of importance. Industrial enterprise has achieved wonders in France already; the Seine is not the same

river it used to be; it has undergone considerable improvements since recent years as regards rendering it more navigable. Not only has it been extensively and thoroughly dredged, but vast locks and weirs have been built enabling small vessels to come to Paris. Municipal engineers have been over to London recently, and drawn up encouraging reports. The building of additional quays, provided with powerful cranes, to say nothing of other accommodations the cost of half of which the City of Paris is prepared to meet, indicate that Paris is destined to become a seaport sooner than many expect. Never has the idea been so warmly supported by men of all shades of opinion.

The work done by M. Hugues Le Roux during his recent mission in Abyssinia is recognised as excellent by the authorities. France has had her eye on that part of the world since some years, her aim being to bring about the neutralisation of Abyssinia; this, if successful, would be another advance made in the way of the peaceful settlement of international difficulties. France, Italy and Great Britain are the three rival nations that are struggling for an entrance into Emperor Menelik's country. M. Roux, who has just returned from Africa, describes his journey on the whole as very pleasant—his audience with Emperor Menelik was very cordial. His object for calling on the Sovereign was to receive permission for the construction of a railway in his Empire. M. Roux, while expressing himself thoroughly satisfied with the results of his imperial interview, admits that he had many difficulties to overcome beforehand. His Majesty felt greatly inclined to withdraw all railway concessions, having been informed that the lines would be utilised more for political than for commercial purposes. This suspicion was allayed by M. Roux pointing out that the three nations already allied to were all on terms of friendship, and had recently signed treaties of arbitration. Proposals were submitted to Menelik to the effect that the whole of the Abyssinian railways, either under construction or projected, should be made international, and that ultimately Abyssinia should be considered as an entirely neutral country. This calmed the Emperor's anxiety, and matters are now on a fair way to success; the Abyssinian question is viewed in France as now practically settled, so far as the French are concerned, which has given great satisfaction.

SHOOTING.

The opening of the shooting season has taken place under the most favourable auspices, the weather being splendid. The quantity of game received, however, up to the present at the Central Markets, in spite of the excellent reports from the various native preserves, is not equal to previous years. Prices, except for partridges, hares, and quails, are rather high. Belgium, Germany, Austria and Russia continue to send thousands of head.

JAPANESE AT WORK IN SIBERIA.

The first party of Japanese prisoners of war to the number of 256, including 68 officers, arrived at Pensa on 6th inst. Among them are four Englishmen who were captured at the sinking of the transports by the Vladivostok Squadron. The party left next day for Rjassak, in the government of Rjassan. An English lady living at Ekaterinburg, in Siberia, writes that Japanese wounded and prisoners are arriving there in large numbers. With the prisoners are many Japanese women, who are being sent up as servants by the European households while the men are being engaged by the tradespeople as porters and messengers. The Japanese prisoners are being distributed in all the large towns of Siberia, and their arrival in these sparsely populated districts is looked upon as a blessing. The Russian army in Manchuria is composed mostly of conscripts, who have been called to the colours from the rich agricultural districts of Siberia, so that the farmers and tradesmen, as well as the mill-owners and other employers of labour, have been left exceedingly short-handed. The handy little Japs have, therefore, come at an opportune moment. They are a cheerful lot of men and have few complaints to make about their treatment by the Russians.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The P. & O. steamer *Mosagon* left Singapore for this port on the 8th Oct., at 6 a.m.
The J.-C.-J. Lijn steamer *Tijpazee* left Kobe for this port on the 8th Oct., and may be expected here on the 16th Oct.
The J.-C.-J. Lijn steamer *Tjalidjap* left Macassar for this port on the 9th Oct., and may be expected here on the 17th Oct.

MISCELLANEOUS.

The s.s. *Anglin* arrived from Bangkok yesterday with 2,800 tons of rice for Messrs. Butterfield & Swire.
The s.s. *Gaea* has arrived from Newchwang with 600 tons of general cargo for Chinese consignees.
The s.s. *Hindustan*, passing through this port, on her way west from Japan and Amoy with 2,500 tons of tea and general merchandise, is a vessel belonging to the Hindustan S.S. Co., Ltd. Messrs. Dowell & Co. are the agents.
The steamers *Petrarch* and *Theris* brought 2,000 tons and 1,200 tons of coal, respectively, from Moji for Messrs. Sand & Wieler & Co.
The s.s. *Orange*, from Bangkok, brought 2,300 tons of rice here for Messrs. Sand & Wieler & Co.
The French s.s. *Bourbon* brought 1,500 tons of rice from Saigon.
The China Navigation s.s. *Kweiyang* arrived from Hongkong yesterday with 500 tons of sugar.
The s.s. *Teintou* arrived from Bangkok with 1,800 tons of rice for Messrs. Butterfield & Swire.

MARINE MAGISTRATE'S COURT.

Monday, 10th October.

BEFORE HON. CAPT. L. BARNES LAWRENCE R.N. (MARINE MAGISTRATE).

REFUSING TO STOP.

Inspector James Kerr, of the Water Police, charged Cheung Kam, master of the launch *Lee Ping*, with refusing to stop his launch when called upon to do so by an inspector of police.

Complainant, sworn, deposed that on the morning of the 9th inst. he was following the s.s. *Doumbon* into the harbour up the Sulphur Channel. In the central fairway he saw the defendant's launch approach and follow the steamer. Shortly afterwards a sampan left the steamer's side, where she had been hanging on contrary to the regulations of the port, and made fast to the launch. Complainant blew the usual police blast for the defendant to stop. Instead of doing so, however, he ported his helm, sheered off, dropped the boat, and steamed to the *Doumbon*. His object in stopping the launch was to take the number of the sampan. He was of the belief that the launch and sampan were acting in concert, as the custom was for the sampans to put touts on board steamers, and the launches afterwards to collect the passengers.

After further evidence the defendant was convicted. In summing up, Hon. Capt. Barnes-Lawrence said that the want of attention paid to the regulations of the harbour was very marked, and in order to ensure the same being properly safeguarded the water police must receive every support to which the law entitles them.

He fined the defendant \$100 or one month's imprisonment.

ANOTHER CASE.

The same complainant charged three sampan masters with unlawfully making fast to the s.s. *Doumbon* whilst under way within the waters of the Colony, without the permission of the master or officer in charge.

Complainant saw the boats hook on to the steamer, and the touts for baggage climb on board. The vessel was carrying Chinese passengers. The touts had been carrying on this habit for a long time, and for an equal period had been regarded by the masters of vessels as objectionable, interfering, as it did, with the navigation of the vessel, and creating confusion on board. The fines imposed so far had been ineffectual, and reflections had been made on the water police for permitting it to continue. Complainant took the three boats in tow, but was unable to get hold of any of the men who got on board. The boats were passenger sampans.

The men were convicted. In summing up Hon. Capt. Barnes-Lawrence said that these touts had become a nuisance to vessels visiting the port, and were alike a danger to navigation and a source of difficulty and annoyance on board both to passengers and crew. They showed a total disregard of the harbour regulations. The more generally this was known the better. He was determined to see the regulations properly carried into effect. He sentenced the first two defendants—holding licences—to fines of \$50 each, or 14 days' imprisonment; and the other man, who only held a permit as preliminary to getting a licence, to a fine of \$30 or seven days' imprisonment.

THE TIBETAN TREATY.

The text of the Anglo-Tibetan Treaty has been reported to the Peking Government by Yu Tai, the Imperial Chinese Resident at Lhasa, and the Waiwupu has wired Yu Tai to protest against the text of the Treaty. Yu Tai then wired and reported to the Waiwupu that though the Lhasa had consented to sign the treaty it had not actually been signed, and it was desired by the Imperial Chinese Resident that the Waiwupu should take steps to negotiate with the British Minister at Peking.

The Waiwupu, after receiving the text of the Tibetan treaty, was greatly surprised, and President Na Tung of the Waiwupu has interviewed President Sung Kwei of the Board of Works (who was Imperial Resident at Tibet from 1874 to 1884) and consulted about the matter. President Sung Kwei, contrary to the expectation of President Na Tung, told him that Tibet is a barren country and there is no vegetation, and when he was at Tibet as Imperial Resident he felt he had been banished at a military post road. Then Na Tung asked him if there were any mining products, and also if it had strategic importance, but Sung Kwei could not give any guiding answer. Thus Na Tung was greatly disappointed, and then went to see Tartar General Chang Keig who was Imperial Resident at Lhasa in 1888. Tartar General Chang Keig, though he stayed at Lhasa for only several months, yet he knew the place minutely. The Waiwupu intended to despatch the Tartar General to Lhasa, but he has declined the offer, saying that he has no experience in the matter of diplomatic negotiations, and thus Taotai Tong of Tientsin has been appointed to proceed to Tibet to negotiate the matter.

The Ministers for the United States, Italy and Germany, after reading the text of the Tibetan treaty, have protested against the treaty, and have informed the Waiwupu that in case China enters into a treaty with any power, there is a most favoured nation clause, but in the case of the Tibetan treaty there is no such clause, which means that Great Britain alone will enjoy the benefit of the treaty, and if China allows such a treaty all the powers will take steps to enforce their views against China, while if China does not consent to the treaty it means that Great Britain is the only power to say anything about it.—*Universal Gazette*.

ENLARGEMENTS

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Hongkong 18th, February, 1904.

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FLATS in MORTON TERRACE, facing the
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OFFICES in course of erection, CONNAUGHT
ROAD (near BEAVER FERRY).
GODOWNS, PRAYA EAST.
OFFICES in Nos. 10 & 12, DES VŒUX
ROAD, Central.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 29th June, 1904. [75]

TO LET

NO. 6, DES VŒUX ROAD (opposite
King Edward Hotel), ONE or TWO
FLATS of Five Rooms each and Servants'
Quarters.
THREE LARGE ROOMS with Servants'
Quarters in No. 3, QUEEN'S ROAD CENT-
RAL, on the same floor as that occupied by
the China Fire Insurance Co.
Also ONE LARGE ROOM with Verandah
and One Small Room in ICE HOUSE ROAD
(next to the Mercantile Bank), at present in the
occupation of Mr. Layton.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 28th September, 1904. [2322]

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LARGE AIRY ROOMS in Office Build-
ing in British Consession, Canton.
For particulars, apply to—
P. O. BOX 22,
Care of Daily Press Office.
Hongkong, 17th June, 1904. [1507]

TO LET

NOS. 17, 19 & 21, SEYMOUR ROAD.
Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET

TWO ROOMS, on the First Floor of
Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

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NO. 6, UPPER MOSQUE TERRACE.
European residence; just renovated,
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Apply to—
G. J. SEQUEIRA.
Care of A. R. Marty.
Hongkong, 28th September, 1904. [2321]

TO LET

NO. 1, STEWART TERRACE, the Peak.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 28th March, 1904. [865]

TO LET

FINE LARGE STORE, in Queen's Road
Central (Best Part).
Apply to—
X.
Care of Daily Press Office.
Hongkong, 6th September, 1904. [2161]

TO LET

NO. 8, UPPER WEST TERRACE.
off Lower Castle Road. Five Rooms and
Bathrooms. Cheap Rental; immediate possession.
Apply to—
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Care of National Bank of China, Ltd.
Hongkong, 1st October, 1904. [1901]

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Rooms, with Verandah, Separate Kitchen,
Bathrooms, and a Fine View of the Harbour.
Immediate possession.
Apply to—
S. V. A.
Care of Daily Press Office.
Hongkong, 3rd October, 1904. [2357]

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FURNISHED ROOM, with Board, from
date; Tennis Court attached; near Kow-
loon Ferry, Kowloon.
Apply to—
C. L.
Care of Daily Press Office.
Hongkong, 5th October, 1904. [2375]

TO LET

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74]

TO LET

TWO LARGE ROOMS on Caine Road
Level, with Bathroom, Verandah and a
Fine View of the Harbour.
Apply to—
"LODGINGS,"
Care of Daily Press Office.
Hongkong, 6th October, 1904. [2396]

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ONE HOUSE on the LOWER TERRACE of
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1st Floor.
ONE SHOP in BEACONSFIELD AR-
CADE.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 3rd October, 1904. [2363]

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ONE COMFORTABLY FURNISHED
ROOM with Bathroom, &c., in 39,
ROBINSON ROAD.
Apply to—
J. ULLMANN & CO.,
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Hongkong, 29th September, 1904. [2331]

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LARGE OFFICE on Ground Floor, of
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The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

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NO. 16, HOLLYWOOD ROAD (3 Rooms)
(with Kitchens, Bathrooms, and Servants'
quarters).
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [189]

TO LET

A SUITE of TWO ROOMS, on the
Ground Floor of the Annex, suitable for
Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

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Care of Daily Press Office.
Hongkong, 22nd September, 1904. [2287]

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NO. 10, KNUTSFORD TERRACE,
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Hongkong, 10th October, 1904. [2410]

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sion on or about 31st August, 1905. Moderate
Rentals.
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Hongkong, 21st June, 1904. [2355]

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Top Floor of Prince's Buildings, suitable
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B. J. DAVID & CO.
Hongkong, 2nd July, 1904. [1618]

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DOUBLE CHINESE HOUSES at
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Hongkong, 22nd September, 1904. [2284]

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REPAIR WORK to Steamers and
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Moderate charges. Work solicited.
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TERMS VERY MODERATE.
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Hongkong, 17th October, 1899. [714]

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Hongkong, 19th March, 1904. [2265]

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Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

ENGLISH ADMIRAL'S VIEWS OF
JAPAN'S NAVAL POWER.

Admiral Sir Cyprian Bridge contributes to
the *Cornhill Magazine* an article on "Naval
Warfare Today: What Japan has Done."
The writer knows something about the
Japanese.

From the class reared in the Samurai school
the officers of the modern Japanese army and
navy are taken. I once, says Admiral Bridge,
asked Count Katsura, the Prime Minister, and
himself a distinguished soldier, if the officers
were chosen solely from the gentry. He told
me that though by law a commission was open
to every Japanese, still, with few exceptions,
officers belong to the educated classes. The
mere numbers of the old Samurai class show
that, in a country in which universal liability
to serve is the rule, many must find their place
in the ranks. Those who do so take service
willingly. Every man of 50 grew to adolescence
under the old feudal polity. Almost every
father of a family in Japan must have been old
enough to understand its principles before it
was abolished. Nearly every admiral and general
now serving had reached the military age under
feudalism; some had gone through a campaign
before it ended. It is no wonder that the old
Samurai spirit predominates, not among the
officers only, but also among the rank and file
and on the lower deck. It is of special interest
to us that a navy so officered and so manned is
using in actual war the most modern naval
appliances.

The general conclusion from the experience
already gained in the conflict in the Far East
may be said to be that in its principal features
naval warfare does not differ materially from
that of which we have authentic records. There
has been nothing to show as yet that the
slaughter will be more terrific than it used to
be. Those who think that it will be would do
well to examine the lists of the killed and
wounded of the boatside in former days.
We knew before that the human element is the
deciding element in war. This has not been
revealed for the first time in the current
struggle, though its truth has been accentuated.
If there has been heroic gallantry on one side,
there has been steady fortitude on the other;
and the balance has been upset by the superior
intelligence and enterprise with which the
Japanese have conducted their operations. The
success with which they have kept efficient the
complex machinery of modern man-of-war can
only be attributed to unflinching care and a
correct appreciation of the demands which a
correctly made on a ship's mechanical
equipment. Novel as present-day naval
appliances are to the historic navies of
the West, they must have been much more so to
the Japanese, who so recently emerged from the
seclusion of centuries. It is of the first im-
portance to understand what has enabled our
allies to triumph so completely over the
difficulties arising from unfamiliarity. The
reason will be found in the wide comprehensiveness
of their culture. Admitting the necessity
of special studies, they have remained the
masters, and have not become the slaves, of
specialisation. The narrow curricula of
specialised branches have been kept subordinate
to a general culture-imparting system of
education. Chinese—as I heard that most
eminent of authorities, our distinguished Minister
at Peking, Sir Ernest Satow, once remark-
—is to the Japanese what Greek and Latin
have been to the nations of the West. Almost
all books are written in Chinese characters,
with occasional addition of the native "kana."
The Chinese represent the chief ideas, nouns,
and stems of verbs. To the same source they
had to go for words to represent such new things
and ideas as "telegraph," "photography,"
"democracy," &c. Instruction in every special
subject is practically conveyed to them in the
vehicle of a learned language.

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MACASSAR OIL
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Preserves, Beautifies, Nourishes It.
Nothing equals it. 110 years proves this
fact. Golden Colour for Fair Hair.
Of Stores, Chemists, Hairdressers.

REGISTRATION
OF
TRADE MARKS IN CHINA.
Copies of the
EXPERIMENTAL REGULATIONS
proposed by the Chinese Government to come
into force on the 23rd inst. may be obtained at
the Daily Press Office.
Price 25 cents each. Cash with order.
Hongkong, 6th October, 1904.

CARTRIDGES.
IMPORTED EVERY MONTH, THERE
FORE ALWAYS FRESH
ELEY'S, SCHULTZE'S, AMBERITE
and **KYNOK'S SPORTING**
CARTRIDGES 8, 10, 12, 16, and 20 BORE.
and **NEWCASTLE CHILLED SHOT** in
all Sizes, Nos. 10 to 55SG. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong 28th November, 1902

ORIGIN OF PORT ARTHUR.
Paymaster-in-Chief W. Blakeney, R.N.,
F.R.G.S., gave a lecture at the Cambridge
University Extension meeting at Exeter last
month on "Some Personal Experiences of Ex-
ploration and Map-making on the Coast of the
Pacific." The lecturer said that in 1856, im-
mediately after the close of the Russian war,
the Government of England decided to send
out an exploring ship to chart the then almost
unknown coast of Manchuria. It was owing to
the ignorance of England of the hydrography of
that part of the seaboard of Asia that the
Russian squadron, then out on the coast of the
Pacific, escaped the grasp of the English ships
sent out. The chart he had to go out to Japan
with was a hundred years old. They knew
nothing about Japan in those days. When he
was on the China station he did not meet an
officer who had seen, except at a distance, the
coast of Japan. It was a sealed land to Western
people. But they discovered that Russia had
pushed Eastward and had obtained a port on the
Pacific. The Russian officer forbade the English
officers to survey the district. But the lecturer
and another officer, at the command of the
captain, pursued investigations. Their first
acquaintance with Talienwan Bay, then only
known by name, was made under sealed orders.
That, therefore, was the beginning of their
knowledge of the Yellow Sea, the Gulf of Pe-
chili, and the entrance into the Gulf of Liao-
tung. He (the lecturer) and one of his mes-
smates were the first Western people to stand
on the top of the Kwau peninsula. He made
the original chart, which included Port Arthur,
and he would tell them how it was that that
port was so called. One of his messmates was
named William Arthur. He was a honorary
member of their mess. He commanded a little
vessel called the *Algerine*, and when he (the
lecturer) reported, after ascending the Kwang-
tung peninsula, there was a snug little harbour
on the other side of the promontory, the
Algerine was sent around there. A survey of the
port was made, and when he came back the
captain said, "I shall call that after you,
Arthur," and turning to him (the lecturer),
said, "Mr. Blakeney, print the words 'Port
Arthur' upon that chart." (Applause.) They
were also the first to do to the city of Niuen-
wang. After the Treaty of Tientsin, in 1858,
Lord Elgin, the British Ambassador to China,
resolved to go up the great Yangtze-Kiang River,
up which no foreign vessel had ever been beyond
the city of Nankin, about 200 miles from the
mouth. He (the lecturer) was sent with a
Lieutenant up the river in a small vessel as an
exploring party. During the journey the British
vessels engaged a large number of Chinese
rebels, some hundreds of whom must have been
slain by our guns. Every bit of the chart of
that river was made by himself, and was still
used. After 600 miles they came to the city of
Hankow, and when the inhabitants saw the first
of Western nations come up their river in a
steamer, they were so staggered and amazed
that they came off in tens of thousands as the
steamer anchored, and they might have walked
on the heads of the Chinamen who had crowded
around the vessel. (Laughter.) The lecturer
was also one of the party which made a survey
of the Canton river, and he subsequently took
part in the explorations of the coast of British
Columbia and New Zealand.

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WM. SCHMIDT & CO.
Hongkong 28th November, 1902

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.
THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & Co.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS
Hongkong, 31st July, 1903. [1898]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG BLANK
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.
PURE FRESH WATER.
**THE HONGKONG STEAM WATER-
BOAT CO., LD.,** is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903.

THE CIGARETTES OF THE
FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.
TRADE MARK.

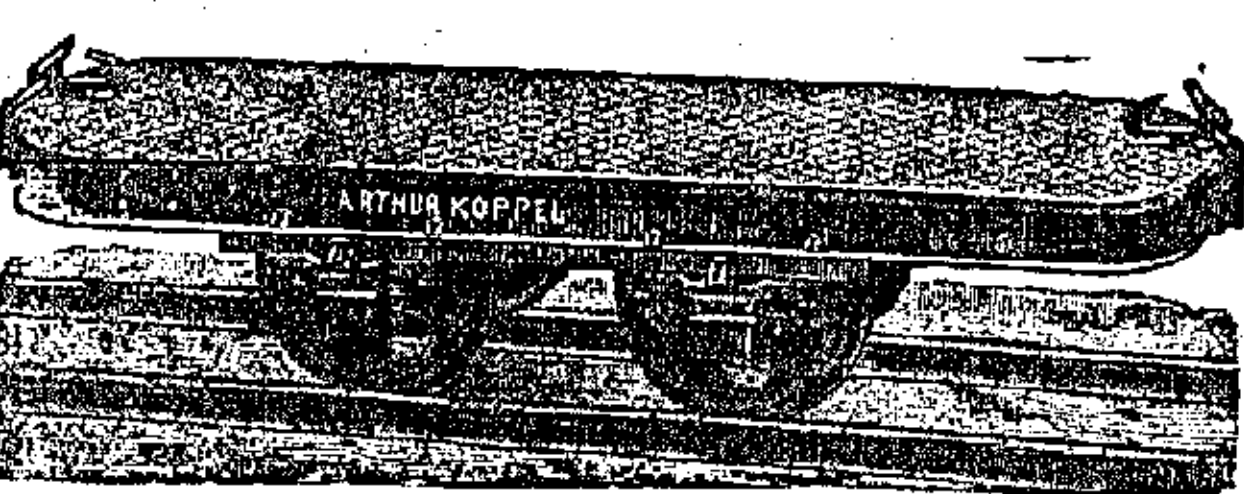


LOTUS,
Large Size \$5.00 per 100
Gold Tippee Medium Size
\$3.75 per 100
ZAFAR,
Large Size \$4.60 per 100
Medium Size \$4.20

KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50
THABIT,
Large Size \$3.00 per 100
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:
1615] **KRUSE & CO., CONNAUGHT HOUSE.**

ARNHOLD, KARBURG & CO.



LARGE STOCK
OF
LIGHT
RAILWAY
MATERIAL
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Hongkong, 1st October, 1904.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.
Cable Address, "IWASAKI,"
which applies to all Branch Offices and Hong-
kong and Shanghai Agencies.
AJ, ABC 5th Edition, Western Union Codes
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MANAGER, MITSUBISHI CO., with name of
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BRANCH OFFICES:—
NAGASAKI, MOJI, KOBE, KARATSU
and HANKOW.
AGENCIES:—
SHANGHAI, H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies;
Imperial Armies; the Imperial Railway;
Sanyo, Kishu and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shinnow, Namazuta and Kami-Yamada
Collieries and also Hojo Colliery, which will be
ready to produce on a large scale the best Buzen
Coal from 1905.
Sole Agents for Kigio, Komatsu (Tagawa)
and Matsushima Coals.
The Head and Branch Offices and the Agencies
of the Company will receive any order for
Coals produced from the above Collieries.
Coal sold in 1903 by the Company amounted to
1,210,000 tons.
TAKASHIMA COAL.
New and additional shafts at the Takashima
Colliery have been completed and this well-
known best and most economical steam coal in
the EAST is now produced in abundance and
can be supplied in any quantity.
Hongkong, 26th April, 1904. [11]

DAVID CORSAIR & SON'S
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NAVY BOILED
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Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well as
in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY at SHORT NOTICE. 1703

TONG CHONG WO & CO.
No. 38, QUEEN'S ROAD CENTRAL.
Manufacturers of Hand-made Pure
HAVANA CIGARS and CIGARETTES
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 26th May, 1904. [1233]

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SHIPPING.

VESSELS ADVERTISED AS LOADING.

ARRIVALS.
ANGELIN, German str., 1,001 T. Schaefer, 10th October, —Bangkok 2nd October, Rice, —Butterfield & Swire.
APENADES, German str., 611 T. P. Ulderup, 10th October, —Haiphong 5th October and Hoihow 6th, General, —Jensen & Co.
CALLAO, U.S. gunboat, 10th Oct., from Canton.
CHUYEN, Chinese str., 1,177 T. Stewart, 10th October, —Shanghai 7th Oct., General, —Chinese.
GABA, Norwegian str., 625 T. Dahl, 10th Oct., —Chiofo 4th October, General, Chinese.
KAISOW, British str., 2,329 T. W. H. Toribio, 10th Oct., —London 25th Aug. and Singapore 3rd Oct., General, —Nippon Yusen Kaisha.
KWITUNG, British str., 1,632 T. J. Menhild, 10th Oct., —Hilo 6th Oct., Sugar, —Butterfield & Swire.
LEGASPI, American str., 563 T. Yrizar, 10th October, —Manila 7th October, General, —Barretto & Co.
TAIWAN, British str., 1,109 T. H. Haeder, 10th October, —Shanghai 6th Oct. and Swatow 6th, General, —Butterfield & Swire.
TSINGTAI, German str., 1,002 T. O. Koeh, 10th Oct., —Bangkok 1st Oct., Rice, —Butterfield & Swire.
YUENANG, British str., 1,128 T. F. Wheeler, 10th October, —Manila 7th October, General, —Jardine, Matheson & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
 10th October.
Chiyen, Chinese str., for Canton.
Hindustan, British str., for Manila.

DEPARTURES.
 10th October.
CHUYSANG, British str., for Shanghai.
GIANG BEI, British str., for Saigon.
HONGKONG, French str., for Haiphong.
NICOMEDIA, German str., for Portland.
SEISANG, British str., for Saigon.
TAIWAN, British str., for Canton.
WAISHING, British str., for Canton.
WOOSUNG, British str., for Shanghai.

VESSELS IN DOCK.
 10th October.
ARRIVED DOCKS.—U.S.S. *Pathfinder*, *Lithia*, *Agincourt*, *Laertes*, U.S.S. *Pompey*, U.S.S. *Fathomer*, U.S.S. *Barnard*, U.S.S. *Chamney*, *Kaplan*, *Coptic*.
COSMOPOLITAN DOCK.—*Lilia*.

VESSELS ON THE BERTH.
FOR SHANGHAI AND CHEMULPO.
 (Taking Cargo at through rates to Tientsin.)

THE Steamship
"LYEEMOON."
 Captain Th. Lehmann, will be despatched for the above ports TO-DAY, the 11th inst., at 3 P.M.
 This Steamer has superior accommodation for First and Second class passengers.
 For Freight or Passage, apply to
SIEMSEN & CO., Agents.
 Hongkong, 5th October, 1904. [2385]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"PRINZESS ALICE."
 Captain P. Watin, due here with the outward German Mail about TUESDAY, at 5 P.M., will leave for the above places about 12/24 hours after arrival.
NORDDEUTSCHER LLOYD.
 For Further Particulars, apply to
MELCHERS & CO., Agents.
 Hongkong, 10th October, 1904. [2386]

NAVIGAZIONE GENERALE ITALIANA.
 (Fiorio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI."
 Captain Belito, will be despatched as above on SATURDAY, the 15th inst., at Noon. At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
 Hongkong, 7th October, 1904. [2387]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.
NOTICE.
STEAM FOR SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSAILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, 1904, at 1 P.M., the Company's Steamship **"SALAZIE"**, Captain Negro, will leave this Port for MARSAILLES via Ports of Call, WITHOUT TRANSHIPMENT.
 This Steamer connects at COLOMBO, with the Australian line s.s. *"Calcedonia"*, bound for MARSAILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for MARSAILLES, and accepted in transit through MARSAILLES for the principal places of Europe.
 Shipping Orders will be granted till Noon on Monday, the 17th October. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
L. BRIDOU, Acting Agent.
 Hongkong, 6th October, 1904. [2388]

THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
 851 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First class Fare, \$3 each way. Second class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. [2389]

HONGKONG-CANTON LINE.
THE British steamship
"YING KING."
 Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
 1st Class \$3.00 for Single journey
 2nd 1.50
 3rd 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
YUR ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904. [2390]

FOR SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN."
 Captain A. H. Schaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A.M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.
 The Steamer is installed throughout with the Electric Light.
 A daily qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904. [2391]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, F.R.N.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M. Departs from Macao on Week Days, at 2 P.M.; and on Sundays at 7.30 P.M.
 Fares: (week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
 The Steamer will shortly be lit throughout with Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [2392]

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
 851 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
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YUR ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904. [2394]

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 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
 The Steamer will shortly be lit throughout with Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [2396]

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
 851 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First class Fare, \$3 each way. Second class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. [2397]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, F.R.N.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M. Departs from Macao on Week Days, at 2 P.M.; and on Sundays at 7.30 P.M.
 Fares: (week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
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 The Steamer will shortly be lit throughout with Electricity.
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MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [2398]

FOR SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN."
 Captain A. H. Schaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A.M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.
 The Steamer is installed throughout with the Electric Light.
 A daily qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904. [2399]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, F.R.N.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M. Departs from Macao on Week Days, at 2 P.M.; and on Sundays at 7.30 P.M.
 Fares: (week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
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 The Steamer will shortly be lit throughout with Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [2400]

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
 851 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First class Fare, \$3 each way. Second class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. [2401]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, F.R.N.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M. Departs from Macao on Week Days, at 2 P.M.; and on Sundays at 7.30 P.M.
 Fares: (week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
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 The Steamer will shortly be lit throughout with Electricity.
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MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [2402]

FOR SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN."
 Captain A. H. Schaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A.M.
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 The Steamer is installed throughout with the Electric Light.
 A daily qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904. [2403]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, F.R.N.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M. Departs from Macao on Week Days, at 2 P.M.; and on Sundays at 7.30 P.M.
 Fares: (week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
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 The Steamer will shortly be lit throughout with Electricity.
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MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [2404]

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG."
 851 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First class Fare, \$3 each way. Second class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. [2405]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, F.R.N.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M. Departs from Macao on Week Days, at 2 P.M.; and on Sundays at 7.30 P.M.
 Fares: (week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
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MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [2406]

FOR SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
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 The Steamer is installed throughout with the Electric Light.
 A daily qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904. [2407]

HONGKONG-MACAO LINE.
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 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [2408]

FOR CANTON.
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 First class Fare, \$3 each way. Second class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. [2409]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
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MING ON & CO.
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 Hongkong, 7th October, 1904. [2410]

FOR SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
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 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
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GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 30th September, 1904. [2411]

HONGKONG-MACAO LINE.
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MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [2412]

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 First class Fare, \$3 each way. Second class, \$1.50 each way. Meals, \$1 each.
 Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. [2413]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain T. Austin, F.R.N.
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MING ON & CO.
 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [2414]

FOR SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN."
 Captain A. H. Schaw, will be despatched for the above ports on SATURDAY, the 15th October, at 11 A.M.<

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"JASON"	On 11th October.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 22nd October.
GLASGOW and LIVERPOOL...	"PYRRHUS"	On 27th October.
GLASGOW and LIVERPOOL...	"YANGTZE"	On 29th October.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 5th November.
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 11th November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October.
GENOA, MARSEILLE and LIVERPOOL	"ACHILLES"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 8th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLE and LIVERPOOL	"AGAMEMNON"	On 22nd November.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, AMOY, MANILA, ILOILO and CEBU.	"TEAN"	On 11th October.
SHANGHAI and SHANGHAI	"SUNGKIANG"	On 11th October.
SWATOW, CHEFOO, NEWCHANG	"KWEIYANG"	On 12th October.
and TIENTSIN	"WHAMPOA"	On 12th October.
SHANGHAI	"CHIHUI"	On 13th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIWAN"	On 15th October.
	"TAIYUAN"	On 27th October.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
"SINGAPORE, PENANG & CALCUTTA"	"NAMSANG"	Tuesday, 11th Oct., 3 P.M.
TIENTSIN VIA SWATOW & CHEFOO	"WOSANG"	Tuesday, 11th Oct., 4 P.M.
MANILA VIA AMOY	"YUENSANG"	Wednesday, 12th Oct., D'light

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

[1938]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. G. Williamson.
S.S. "LUNKUM"	Captain E. S. Pearce.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

[2030]

NIPPON YUSEN KAISHA. AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA
MANILA, THURSDAY ISLAND,
TOWNSVILLE & BRISBANE.
THE Company's Steamship

"YAWATA MARU,"
Captain A. E. Moses, will be despatched as
above on FRIDAY, the 21st inst., at 4 P.M.
This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with superior accommodation and with
all modern fittings and improvements for the
safety and comfort of Passengers. Electric
Light and Refrigerator, Doctor and
Stewardess carried.

For Freight or Passage, apply at the Com-
pany's Local Branch Office in Prince's Building,
First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 1st October, 1904. [2050]

DAMPSCHEIFFS EREDEREL "UNION" ACTIEN GESELLSCHAFT, HAMBURG

FOR NEW YORK.
THE Steamship

"ALBENGA,"
Captain Petersen, will be despatched for the
above port on or about WEDNESDAY, the
26th inst.

For Freight, apply to—
CARLWITZ & CO.,
Agents.

Hongkong, 5th October, 1904.

VESSEL ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to
TA WAO, LAHAD DATU, LABUAN AND
ZAMBOANGA.

THE Company's Steamship

"BORNEO,"
Captain E. Mable, will be ready to load for the
above ports on TUESDAY, the 11th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 5th October, 1904. [2378]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUST-
RALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BARATIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for Bombay
on SATURDAY, the 22nd OCTOBER, at
NOON, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "Britannia," 6,525 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Mongolia," due
in London on the 4th December, 1904.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 10th October, 1904. [1]



AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEEN,
SUZEE and PORT SAID.

(Taking Cargo at through rates to the BRAZIL,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship

"TRIESTE."

Captain Mistrorigo, will be despatched as above
on SATURDAY, the 29th inst., P.M.
For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Princes' Buildings.

Hongkong, 4th October, 1904. [3]

WHISKIES.

BUCHANAN'S CELEBRATED

BLENDS OF SCOTCH WHISKY are
Supplied by Royal Warrant Appointment to
His Majesty King Edward VII. The Prince of
Wales, and also the House of Lords and
the House of Commons.

Buchanan's Whiskies are recognised through-
out the World as the Best.

Buchanan Blend	... \$12.50
Black and White	... \$16.50
Royal Household	... \$20.50

Try one case and you will never want any other
Whisky.

A. CHAZALON & CO.,

Wine Merchants and General Storekeepers,
6, Queen's Road.

Hongkong, 22nd August, 1904. [205]

CARBOLEUM-AVENARIUS

FOR WHOLESALE CASH OF
ABOUT 450 LBS. NET
PER TON.



Known all over the World as a thoroughly
effective preserver of Wood against White Ants
Fungus, Decay, etc.

Number of Testimonials from Authorities as
well as from Private Customers.

LUTGENS, EINSMANN & CO.

Sole Agents for China.

Hongkong, 19th July, 1904. [161]

SANTAL MIDY

These tiny
Capsules
—superior
to Copaiba,
Cubes, and
Injections—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.

Each Capsule bears the name MIDY

LADIES' REMEDY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

APIOLINE
(CHIAPOI) AUT

Prescribed by the highest French
Medical authorities and superior to
Tansey, steel Drops and Penny
royal.

CHAPOTEAUT, 5, r. Vivienne, Paris

Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ULYSSES."

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 6th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 11th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 11th inst., will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
4th inst., or they will not be recognised.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th October, 1904. [10-11]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"CAPRI."

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognised.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
13th instant, will be subject to rent.

CARLWITZ & CO.,
Agents.

Hongkong, 6th October, 1904. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL."

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. Oceana.
From Australia, ex s.s. Marmora.
From Calcutta, ex s.s. Palma.
From Persian Gulf ex s.s. B. I. S. N.
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case.

Damaged packages must be left in the
Godowns for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1904. [1]

"HONGKONG DAILY PRESS"

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JAPAN AND COREA ... 0.60

POLITICAL OBSTACLES TO MIS-
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FROM PORTSMOUTH TO PEKING,
VIA LADYSMITH, WITH A
NAVAL BATTLE (Cruise of
H.M.S. "Terrible") ... 1.00

MOUNTINGS OF NAVAL GUNS
and their Subsequent Use with the
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MERCHANT NAVY, by J. E.
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Daughter, an Anglo-Chinese Ro-
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ITS TRADE, POPULATION AND FUTURE
PROSPECTS.

By M. O'S.

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Price, 50 cents Cash, Messrs. Kelly & Walsh
or Daily Press Office

Hongkong, 31st January, 1900.

MARTIN'S APOLINE PILLS

A Powerful Remedy for all Irritation of the
Ladies' Organs, and for all the Diseases of the
System which are likely to arise from
irregularities of the Menstrual Periods, or from
any other cause. These Pills are the only ones
which can be taken with perfect safety, and
which will cure all the above-named
diseases. They are sold in all the
leading Chemists' and Druggists' Shops,
and by the Proprietor, **MARTIN, 10, SOUTHAMPTON, ENGLAND.**

[76]

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, NOR
THE OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong:—
KENTMERE, British Ship, T. E. Burch-
KENTMERE, British Ship, T. E. Burch-
Standard Oil Co.
E. B. SUTTON, American barque, Johnson.

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop.

Hainan Island 1st Oct.—Gillman & Co.

ATHENIAN, British str., 2,440, S. Robinson, 28th

Sept.—Vancouver, B.C., 29th August and

Shanghai 25th September, General.—C. P.

R. Co.

BORNEO, German str., 1,344, E. Mable, 1st

October.—Sandakan 27th Sept., Timber

and General.—Melchers & Co.

BOURBON, French str., 937, Sisco, 9th October,

Saigon 4th October, Rico.—Chinese.

CAPRI, Italian str., 2,718, G. Balaso, 5th Oct.

—Bounty 17th Sept. and Singapore 29th.

Mails and General.—Carlowitz & Co.

CORTIC, British str., 2,744, F. H. Armstrong,

7th Oct.—San Francisco 8th Sept., Mails

and General.—O. & O. S. N. Co.

DECIJA, German str., 794, Schliakier, 27th

September.—Moj 23rd September, Coal.—

Sander, Wieler & Co.

ELG, Norwegian str., 708, Christophersen, 30th

Sept.—Iloilo 26th September, General.—

Sander, Wieler & Co.

EMPEROR OF CHINA, British str., 3,046, E.

Bootham, R.N., 27th Sept.—Vancouver

5th Sept. and Shanghai 24th, Mails and

General.—C. P. R. Co.

HINDUSTAN, British str., 2,388, R. A. Appleton,

9th October.—Amoy 8th Oct., General.—

Davies & Co.

HONGKONG, British str., 1,359, J. M. Hay, 7th

October.—Samarang 29th Sept., Sugar.—

Jardine

